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TRANSIENT NOTICES, FIFTY CENTS PER EIGHT LINES, EACH INSERTION. FOR LARGER SPACE AND PERMANENT RATES, APPLY AS ABOVE.

The Panama Canal.

The Nineteenth Century will be remarkable in history as an age of mechanical progress. In it the first engine was built, followed by thousands of miles of railroad in every civilized country of the world. Four great lines of road now span one Continent bringing San Francisco within one week of continuous travel from New York, and shortening the distance to China by weeks, perhaps months. The development of the railroad system has made necessary the building of vast bridges, by which the largest streams may be crossed by heavy trains in a few moments.

The invention of telegraphy, and the laying of ocean cables; the improvement in steam and electricity, are but other indications of the same activity applied to mechanical problems. These are accomplished results. We look upon them now as the common factors of every-day life; no longer to be wondered at, or boasted over. Yet these were all at one time or another supposed to be impossible. It is scarcely sixty years ago, that a prominent Englishman, speaking in the House of Commons, declared that a man who talked of riding in a railroad car at the rate of thirty miles an hour was insane. Yet men both ride, and eat, and drink and sleep in these conveyances much more comfortably than that gentleman could remain at home in those days. So while a doubt remains, men will sneer at what is destined to be a new element of comfort or power.

The question of the success of the Panama Canal is still an open one. Men are asking: "Will it be completed? If so, when, by whom, at what cost? Etc." In our own land there has been much opposition to this work. The difficulties have perhaps been magnified. The cost has been thought excessive. A different route by way of Nicaragua has been thought preferable. On the other hand the Panama Isthmus is the shortest possible distance between the two oceans. It has been chosen by the great French engineer De Lesseps, who built the Suez Canal notwithstanding the taunts of his enemies, and is willing to hazard his well-earned reputation in this new venture. It is perhaps a more difficult undertaking than the former one. The conformation of the country is not so favorable; the climate is deadly, the alternation of dry and rainy seasons makes the maintenance of a water-way more difficult. Yet these are not insoluble mechanical problems. Even the Chagres River, with its mountain bed of the summer, and dreadfully swollen in the wet season, may be controlled by huge embankments, sluices, and waterways. To the argument that it will not pay, several replies may be given. The Suez Canal was built with the same understanding and it has paid enormously. This new water-way cannot, it is true, expect the same commerce for many years. The expense of construction will be greater, and it is quite possible that the work will at last be carried to completion at government expense. Already seventy millions of dollars have been spent, with contracts awarded aggregating fifty millions more. When these shall be finished, but a part of the work will be done, while the whole of the estimated cost will have been expended. Instead of 120 millions of dollars the Canal will probably cost 300 millions, while the time of building may be increased from five to ten or twelve years: Yet it has gone far enough to show its practicability, and its usefulness is unquestioned. We think its completion probable in the near future. What then will be its results?

To the continental railroads of the United States, close competition in freight. Heavy goods must go by water routes for these afford cheaper rates than any railway line can offer. Shorter distances, and an extra trip each season, will more than make up to ocean vessels the canal tolls. An increase of commerce with the Western world will follow. New trade will be opened up with California, South America, China, Japan and the isles of the sea. The possibilities of trade to the United States are immense. Each railroad built over the western plains has found a new country starting up along its line, furnishing business for its support. The trade of the Suez Canal has increased each year since its opening.

The control of the Canal must be decided. International opinion seems at present to favor America. Much favorable comment has been elicited in London by the spirited policy of the United States in recently protecting its interests upon the Isthmus. Should government aid be asked for its completion, it will no doubt be first sought here.

Sooner or later the protection of the greatest nation upon the Western Continent must be obtained for this crowning work of the Nineteenth Century. Such action may call for a considerable increase of expenditure upon our army and navy, perhaps, for a liberal contribution toward carrying on the work, but the result will well repay the outlay. The American people cannot afford to allow jealousy, meanness, or selfishness to defeat so grand a project. Her true policy is to lend a helping hand, and fearlessly to assert her right to protect the vast commercial interests of this Western Continent.

A Matrimonial Discussion.

Mrs. De Snap—"No, I can't imagine why I married such a fellow as you for, anyhow. You have not been a good husband at all."

Mr. De Snap—"It's your fault if I haven't."

"How do you make that out?"

You know the old saying, "A good woman makes a good husband."

"That's true; but the woman has to be the man's mother."—*Philadelphia Call.*

Marriage in Arizona.

"Do you take this woman whose hand you're a squeezin' to be your lawful wife, in flush times an' skimp?"

"I reckon that's about the size of it, Squire."

"Do you take this man you've j'ined fists with to be your pard through thick an' thin?"

"Well, you're about right, for once, old man."

"All right, then. Kiss in court, an' I reckon you're married about as tight as the law kin j'ine you. I guess four bits 'll do, Bill, if I don't have to kiss the bride. If I do, it's six bits extra."

A Lost Cause.

Teacher—"Yes, boys, 'honesty is the best policy.' It will surely bring its reward; it will give you a clean conscience and will prove a blessing throughout your whole life. I am glad we have a good example of honesty among your own number. John Smith, stand up."

John Smith rises.

Teacher—"Now, John, when I was coming to school this morning, I happened to drop a silver quarter out of my pocket, without the slightest knowledge of the fact, and you, like an honest and noble boy, returned it to me. Tell the boys what prompted you to do such an honorable act, when you might have kept it for yourself."

John Smith—"Please, sir, 'cause it was a counterfeit."

Sumner's Last Day In the Senate.

A friend of humanity, his policy was peace, and the settlement of disputes between nations by arbitration instead of war was one of his fondest dreams. Possessed of such benignant sentiments, on December 2, 1872, he introduced a bill which he requested to have "read in full for information." I shall give it here, for to carry it to the desk was one of my first acts as a page. It was as follows:

"A Bill to regulate the *Army Register* and the Regimental Colors of the United States.

"WHEREAS, The national amity and good will among fellow citizens can be assured only through oblivion of past differences, and it is contrary to the usage of civilized nations to perpetuate the memory of Civil War; THEREFORE,

"*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the names of battles with fellow citizens shall not be continued in the *Army Register* or placed on the regimental colors of the United States."

The bill was ordered to be printed, and that was the end of its pilgrimage in Congress. It never became a law. But it was discussed elsewhere! The Massachusetts Legislature heard of it with deepest indignation. The act of Senator Summer was stigmatized as "an attempt to degrade the loyal soldiery of the Union and their grand achievements;" and a resolution of censure was introduced and passed by the Legislature of the State which had made him its Senator.

The resolution of censure was an injustice which would have provoked some men to wrath. But with Mr. Summer it occasioned not anger, but grief. He had served his State for more than twenty years; and it had stood proudly by him in all his efforts. That it should now, after his long and faithful career, misinterpret his motives, and seem to brand him with reproach, was perhaps the saddest blow he had ever sustained. His manner betrayed how it bore upon his mind. Yet when December again appeared, the Senator was again found at his seat on the opening day, this time to introduce his famous Civil Rights Bill—the first bill of the session. But, as the days slipped by, his face was less frequently seen in the Senate. December, January, February passed—his visits were few and brief.

On the 10th of March, however, he was in attendance. I remember it well. I had not seen him for quite a while, and he called me to his desk. I thought he looked more cheerful than usual, and I asked after his health. As he whittled a pen, he smilingly chatted with me, and stated that he had come to the Senate to hear pleasant news. He had scarcely made the remark, when Senator Boutwell, his colleague, arose and sent up to the Clerk's desk to be read a resolution of the Massachusetts Legislature. As the Clerk proceeded, all eyes turned upon Senator Sumner, who was eagerly listening. It was a resolution rescinding the vote of censure! Within a few moments after the reading, the Senator left the Chamber, and, as I parted from him at the door, he shook hands kindly, and said: "Good-by!"

Those were his last words to me. The next day he was dead!—*Edmund Allen, in St. Nicholas for May.*

Lundborg's Perfume, Edenia.
Lundborg's Perfume, Marechal Niel Rose.
Lundborg's Perfume, Alpine Violet.
Lundborg's Perfume, Lily of the Valley.

TIME TABLES.

Carefully Corrected up to date.
DEL., LACK., & WESTERN RAILROAD.
Barclay and Christopher Street Ferries.

TO NEW YORK.

Leave Montclair—6.03, 7.15, 7.52, 8.28, 9.15, 10.35, 11.35, a. m., 12.40, 1.40, 3.30, 4.40, 5.25, 6.10, 6.57, 8.15, 9.40, 11.05, p. m. 12.20 a. m.

Leave Glen Ridge—6.06, 7.17, 7.54, 8.29, 9.17, 10.37, 11.37, a. m., 12.43, 1.43, 3.33, 4.42, 5.27, 6.13, 7.00, 8.18, 9.43, 11.08 p. m., 12.23 a. m.

Leave Bloomfield—6.08, 7.19, 7.56, 8.31, 9.19, 10.39, 11.39, a. m., 12.46, 1.45, 3.35, 4.44, 5.29, 6.15, 7.05, 8.20, 9.45, 11.10, p. m., 12.25 a. m

Arrive Newark 6.23, 7.30, 8.10, 9.30, 10.50, 11.50 a. m. 1.08, 1.58, 3.47, 5.00, 5.40, 6.38, 7.20, 8.37, 10.08, 11.22 p. m. 12.34 a. m.

Arrive New York 6.50, 8.00, 8.40, 9.10, 10.00, 11.20 a. m. 12.20, 1.40, 2.30, 4.20, 5.30, 6.10, 7.10, 7.55, 9.10, 10.40, 11.55 p. m.

FROM NEW YORK.

Leave New York 6.30, 7.20, 8.10, 9.30, 10.30, 11.20 a. m. 12.40, 2.10, 3.40, 4.20*, 4.50, 5.30, 6.20, 7.10, 8.30, 10.00, 11.15 p. m.

Leave Newark 6.40, 7.15, 7.58, 8.43, 10.03, 11.03, 11.53 a. m. 1.13, 2.44, 4.13, 5.26, 6.03, 6.53, 7.48, 9.03, 10.38, 11.53 p. m.

Arrive Bloomfield 6.51, 7.26, 8.09, 8.55, 10.15, 11.15 a. m. 12.05, 1.24, 2.55, 4.24, 5.04, 5.37, 6.15, 7.05, 8.00, 9.14, 10.50 p. m. 12.04 a. m. Arrive at Glen Ridge 2 minutes later.

* Indicates that train does not stop at Newark.

NEW YORK AND GREENWOOD LAKE R. R.
Chambers and 23d Street Ferries, New York.

TO NEW YORK.

Leave Upper Montclair—5:28, 6:57, 7:49, 8:48, 10:47, a. m. 1:26, 4:45, 7:03 p. m.

Leave Montclair—5:33, 7:02, 7:55, 8:53, 10.52 a. m., 1:34, 4:50, 7:11 p. m.

Leave Bloomfield—5:38, 7:06, 7:59, 8:57, 10:56 a. m. 1:38, 4:54, 7:14 p. m.

Arrive New York—6:25, 7 50, 8;40, 9:40. 11:40 a. m. 2.25, 5.40, 7.55, p. m.

Train leaving Upper Montclair 9.58 p. m., Montclair 10.03 p. m., and Bloomfield 10.08 p. m., runs Saturday nights only.

Sunday trains from Montclair at 8.04 a. m. and 7.11 p. m.

FROM NEW YORK.

Leave New York—6.00, 8.40, 12.00, m. 3,40, 4.40, 5.40, 6.20, 8.00 p. m. Leaves 23rd. st. 6.00, 8.30, 11.45, a. m., 3,30, 4,30, 5.30 6. 15, 7.45 p.m.

Arrive Bloomfield—6.49, 9 28 a. m. 12.43, 4.19, 5.23, 6.26, 7.05, 8.39. p. m.

Arrive at Montclair—7.02, 9.32, 12.49 a. m. 4.24, 5.29, 6.26, 7.11, 8.46, p. m.

Arrive Upper Montclair—7.06, 9.36, a. m. 12.53, 4.28, 5.33, 6.337.16, 8.50, p. m.

Also a Saturday train from New York at 12.00 m. for the accommodation of theatre goers, arriving at Bloomfield 12.47, Montclair 12.52, Upper Montclair 12.56 a. m.

Sunday trains from New York at 8.45 a. m. and 8.00 p. m.

Sunday trains from Orange—7.00, 9.00, 11.00 a. m. 2.00, 4.00, 6.00, 8.20 p. m.

Sunday trains for Orange leave New York—7.45, 9. 45 a. m. 12.45, 2.45, 7.15, 9.15, p. m.

Pavonia Ferry, foot of Twenty-third street, North river, to and from Jersey City every fifteen minures, from 6.15 a.m. to 6.45 p. m., instead of every half-hour, commencing April 13, 1885. Sundays, 5.45 a.m. to 10.15 p. m, every half-hour, connecting with various horse-car lines both in New York and Jersey City.

ON THE ENGINE.

Running a Locomotive While Deathly Sick—Something the Passengers Did not know—A Physician Saves an Engineer.

TAUNTON, MASS.

Dr. David Kennedy, Rondout, N. Y.:

Dear Sir: I am an engineer on the Old Colony Railroad, and run the Fall River boat train between Fall River and Lowell, residing in Taunton. For ten years I suffered every but death from dyspepsia. Often I had such binding sick headaches that I could scarcely see. I think this was due partly to irregular habits of eating, and partly to the jar of the engine. Sometimes my head would snap like neuralgia, and again the pain would settle in my eyes, which would feel as big as a man's fists. My breath was very offensive, and my food soured as soon as it entered my stomach. In fact my stomach felt as though it were a great raw and sore surface, and what agony it gave perhaps you can imagine.

In the summer and fall of 1876, when we had the heavy centennial travel, the constant jar brought on acute attacks nearly every week and I thought I should have to leave the road. But I kept at work until the next spring, when I grew so much worse that I could virtually eat nothing, and concluded that my labor, and my life too, were about over.

Remember that I had tried every medicine I heard of, and had been treated by some of the best physicians in Taunton and Lowell. At this critical time DR. DAVID KENNEDY'S FAVORITE REMEDY was recommended to me. It was new to me, and with my experience of medicines, you can easily forgive me for saying that I had not a particle of faith in it.

I had taken it but a few days when I began to get better. The raw and sore feeling left my stomach, and the snapping pains left my head, and soon I was all right, and have been ever since. It is the only thing that ever did me the least good, and it drove every ache, pain and discomfort completely out of my body. Now I keep KENNEDY'S FAVORITE REMEDY with me on my engine, and it goes wherever I go.

Why, I believe FAVORITE REMEDY will cure anything. One night, a while ago, John Layton, an engineer who runs the main line boat train from Boston, came on my engine sick as death. He was worn out with work, had a high fever, and was so nervous he almost broke down crying. "Somenee, John," I said, "cheer up. I've got something on my engine that will set up in a jiffy." I took out my bottle of FAVORITE REMEDY, lifted his head and gave him a good dose. He went to bed. Two days after I saw him looking healthy as a butcher. "Dan," he said, "what was that stuff you gave me the other night?" "It was DR. DAVID KENNEDY'S FAVORITE REMEDY, Rondout, N. Y.," said I. "Well, I don't care whose Remedy it is, it's the thing for a man on the railroad." So say we all.

Yours, etc., DANIEL FITTS.

This preparation goes to the root of disease by purifying the blood and rousing every organ into healthy action. It is useful at home, shop, in office—everywhere.

Dr. David Kennedy, Physician and Surgeon, Rondout, N. Y.

DR. DAVID
KENNEDY'S
FAVORITE
REMEDY

For the Cure of Kidney and Liver Complaints, Constipation, and all disorders arising from an impure state of the BLOOD.

To women who suffer from any of the ills peculiar to their sex it is an unfailing friend. All Druggists. One Dollar a bottle, or address Dr. David Kennedy, Rondout, N. Y.

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LEGAL NOTICES.

Proposals for Sidewalk Construction.

Proposals are hereby invited for the construction of about 2,000 lineal feet of stone sidewalk. Said sidewalks to be constructed of flag four feet wide, of the standard quality, and two inches thick. The contractor to furnish sand and complete the work to the satisfaction of the Township Committee. These proposals will not include the cost of grading, which will be done under the supervision of the Sidewalk Committee.

Proposals must be furnished to the Township Committee on or before July 1, 1885.

By order of the Township Committee,
E. F. FARRAND, Clerk.
Bloomfield N. J. May 20, '85.

Application for Construction of Sidewalks.

Applications for the construction of stone sidewalks must be sent to the Township Committee on or before July 1, 1885. The form of application should be as follows, the blanks being filled in to properly designate the property:

To the Township Committee of the Township of Bloomfield.

GENTLEMEN—The undersigned, who are the owners of all the property situated on the ——— side of ——— street, in the Township of Bloomfield, between the points hereinafter mentioned, respectfully request your committee to construct a ——— sidewalk ——— ft. wide in front of our respective properties located on the ——— side of said street, beginning at ———, and extending to ———. And we hereby respectively agree, that upon the completion of said sidewalks (if your committee shall cause the same to be constructed) we will, at once, pay to your committee one-half of the cost of constructing same in front of our respective properties.

And we tender ourselves willing to secure the payment of the sum to be due from us, respectively, by making deposit with the committee of a sum of money sufficient for that purpose, or in any manner which your committee consider to be just and reasonable.

Notice of Settlement.

NOTICE is hereby given that the Accounts of the Subscriber, Administrator of James Callin, deceased, will be audited and stated by the Surrogate, and reported for settlement to the Orphans' Court of the County of Essex, on Tuesday, the fourth day of August next.

Dated May 23, 1885.

CHARLES CALLIN.

Essex Circuit Court.

MARGARET K. ADAMS vs: FLORENCE KEMP—In debt. It appearing to the Court that the summons in the above stated cause has been issued and duly returned by the Sheriff of the County of Essex, that he could not find the defendant to serve the summons upon, and it further appearing by the affidavit of Joseph D Gallagher, that the said defendant resides out of this State and at Bowling Green in the State of Virginia;

It is thereupon, on this Second day of May Eighteen hundred and eighty five, ordered that the said absent defendant, Florence Kemp, do appear to the said writ on or before the Sixth day of July, A D 1885

And it is further ordered that a copy of this order be served on the said Florence Kemp within thirty days from the date hereof, or published for four weeks successively, once at least in each week, the first publication to be made within twenty days from the date hereof, in the Bloomfield Citizen, a paper published and circulated in the Township of Bloomfield, in the County of Essex, in which Township and County the land devised to the said defendant lies, and a copy of said order mailed to the said Florence Kemp at Bowling Green, in the State of Virginia within the Twenty days aforesaid.

DAVID A DEPUE, J

On motion of WHITEHEAD & GALLAGHER, Pl'ffs att'ys. Actually entered, May 2nd, 1885 at 11:15, A M

SHERIFF'S SALE.—In Chancery of New Jersey.—Between Sarah C. Ward, wife of Edward G. Ward, complainant, and Philip Weaver and others, defendants. Fi. fa., for sale of mortgaged premises.

By virtue of the above stated writ of fieri facias, to me directed, I shall expose for sale by public vendue, at the Court House, in Newark, on Tuesday, the ninth day of June next, at two o'clock P. M., all that tract or parcel of land and premises situate, lying and being in the township of Bloomfield, Essex county, New Jersey.

Beginning on the northwesterly line of Weaver avenue, on the southerly bank of the Morris canal at the water's edge thereof; thence (1) along said line of said avenue south twenty-seven degrees and fifty-five minutes west one hundred and thirty feet; thence (2) at right angles to said avenue north sixty-two degrees and five minutes, west fifty-seven feet; thence (3) north six degrees and fifty-three minutes, west fifty-four and one-half feet, to the water's edge of said canal; thence (4) along said water's edge of said canal to the place of beginning in a straight line, being one hundred and twenty-two and fifteen-one hundredths feet.

Newark, N. J., April 6, 1885.
WILLIAM H. BROWN, Sheriff.
HALSEY M. BARRETT, Solicitor. 5.40

Notice of Assignment.

Notice is hereby given that Cyrus F. Pierson, of the Township of Bloomfield, in the County of Essex and State of New Jersey, hath this day made an assignment to the subscriber of his estate, for the equal benefit of his creditors, and that the said creditors must exhibit their respective claims, under oath or affirmation to the subscriber, at his office, No. 745 Broad Street, Newark, New Jersey.

Dated January twenty-first, one thousand eight hundred and eighty-five.

JOSEPH D. GALLAGHER, Assignee.
HALSEY M. BARRETT, Attorney.

Notice of Settlement.

NOTICE is hereby given that the separate accounts of the subscribers, executors of Caleb S. Davis deceased, will be audited and stated by the Surrogate, and reported for settlement to the Orphans' Court of the County of Essex, on Tuesday, the 21st day of July next.

Dated May 16, 1885.

CHARLES M. DAVIS,
JOSEPH A. DAVIS.

SHERIFF'S SALE.—In Chancery of New Jersey.—Between Israel C. Ward, complainant, and Philip Weaver and others, defendants. Fi. fa., for sale of mortgaged premises.

By virtue of the above stated writ of fieri facias, to me directed, I shall expose for sale by public vendue, at the Court House, in Newark, on Tuesday, the ninth day of June next, at two o'clock P. M., all that tract or parcel of land and premises situate, lying and being in the township of Bloomfield, Essex county, New Jersey.

Beginning on the northwesterly line of Weaver avenue two hundred feet measured on said line in a northeasterly direction from the northerly side of Fairview place; thence at right angles with said avenue in a northwesterly direction two hundred and fifty-three feet more or less to the Morris canal; thence along said canal in an easterly direction to said Weaver's old house lot; thence along the said lot south sixty-three degrees and fifty-three minutes east fifty-four and one-half feet still along said lot south sixty-two degrees five minutes east, fifty-seven feet to said Weaver avenue; thence along said Weaver avenue south twenty-seven degrees and fifty-five minutes west, one hundred and fifty feet to the place of beginning.

Newark, N. J., April 6, 1885.
WILLIAM H. BROWN, Sheriff.
HALSEY M. BARRETT, Solicitor. 5.40

ENGRAVING.

A Plate with Your Name Engraved,
AND
50 CARDS FOR $1.25.

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Choice Fish and Oysters
IN THEIR SEASON.
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Orders left in the morning will be ready for afternoon trains.

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Oraton Hall, Newark, N. J.

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TRICYCLES,
AND
VELOCIPEDES,
Bought, Sold, and Repaired.
Bicycle Riding Taught Free.

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IS THE PLACE TO BUY.
All kinds of Home-made, Light and
HEAVY HARNESS,
Horse Equipments,
TRUNKS, WHIPS,
Robes, Blankets,
Nets, Sponges, Chamoise
NEATS FOOT OIL AND AXLE GREASE,
HOOF OINTMENT &C.
And Everything that is usually kept in a first-class harness store can be found at
GEO. W. WAY'S,
On Bloomfield Avenue,
BLOOMFIELD, N. J.

China Mattings.

We will offer during this month our Entire Stock of MATTINGS at the following exceedingly low prices:

Plain White, from 10c. per yd upward
Red Check " 10c. " "
Fancy Grades " 12 1-2 " "
Seamless, " 30c. " "

ORDERS BY MAIL WILL RECEIVE PROMPT ATTENTION.

W. & J. SLOANE,
BROADWAY and 19TH STREET,
NEW YORK CITY.

A. DAY,
Fancy Bread and Cake
BAKER,
COR. GLENWOOD & LINDEN AVES,
BLOOMFIELD, N. J.

Customers Supplied by Wagon Daily. Particular Attention Given to Supplies for Weddings or Parties.

JOHN HERMANN,
FINE BOOTS AND SHOES.
Repairing Done at Short Notice.
Glenwood Ave. Bloomfield

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TO THE PEOPLE OF
BLOOMFIELD!

When in NEWARK call at 783 Broad Street, three doors above Market Street, and we will show you the

FINEST LINE OF MEN AND BOYS' CLOTHING AND SUITS

that have ever been manufactured for the Retail Trade.

Our Aim is to Get Your Trade and Keep it.

Car fare allowed on all purchases.

H. H. SMITH & CO.,
"RELIABLE CLOTHIERS,"
783 Broad Street, Newark.

BENEDICT'S TIME.
DIAMONDS
AND
WATCHES
A SPECIALTY.
IMPORTERS AND MANUFACTURERS.
WATCHES, DIAMONDS, CHAINS,
Rich Jewelry and Silverware.

Having enlarged our Store, and made extensive improvements, we are the better enabled to display our large and choice stock.

West Side elevated trains stop at Cortlandt Street, near door of Benedict Building. Ten minutes from 14th Street.

BENEDICT BROTHERS,
KEEPERS OF THE CITY TIME,
Only Store, Benedict Building, Broadway and Cortlandt Street.
Established 1821.

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TEA CO.
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